

LITTLE MISSOURI *River Crossing*

ALTERNATIVES PUBLIC WORKSHOP

5:00 to 7:00 p.m.

Tuesday, June 5, 2012
Bismarck, North Dakota

Thursday, June 7, 2012
Medora, North Dakota



Presented by: FHWA, NDDOT, Billings County and Kadrmas, Lee & Jackson
Project # FHO-02-04(001) • PCN 16970

TONIGHT'S MEETING

- Introductions
- Overview of the Project
- Purpose & Need
- Alternatives Development
- Alternatives
- Questions & Comments

PROJECT OVERVIEW

- EIS has been initiated for a proposed river crossing (bridge) in conjunction with upgrading existing roadways to connect east river to west river, from ND Highway 16 to US Highway 85

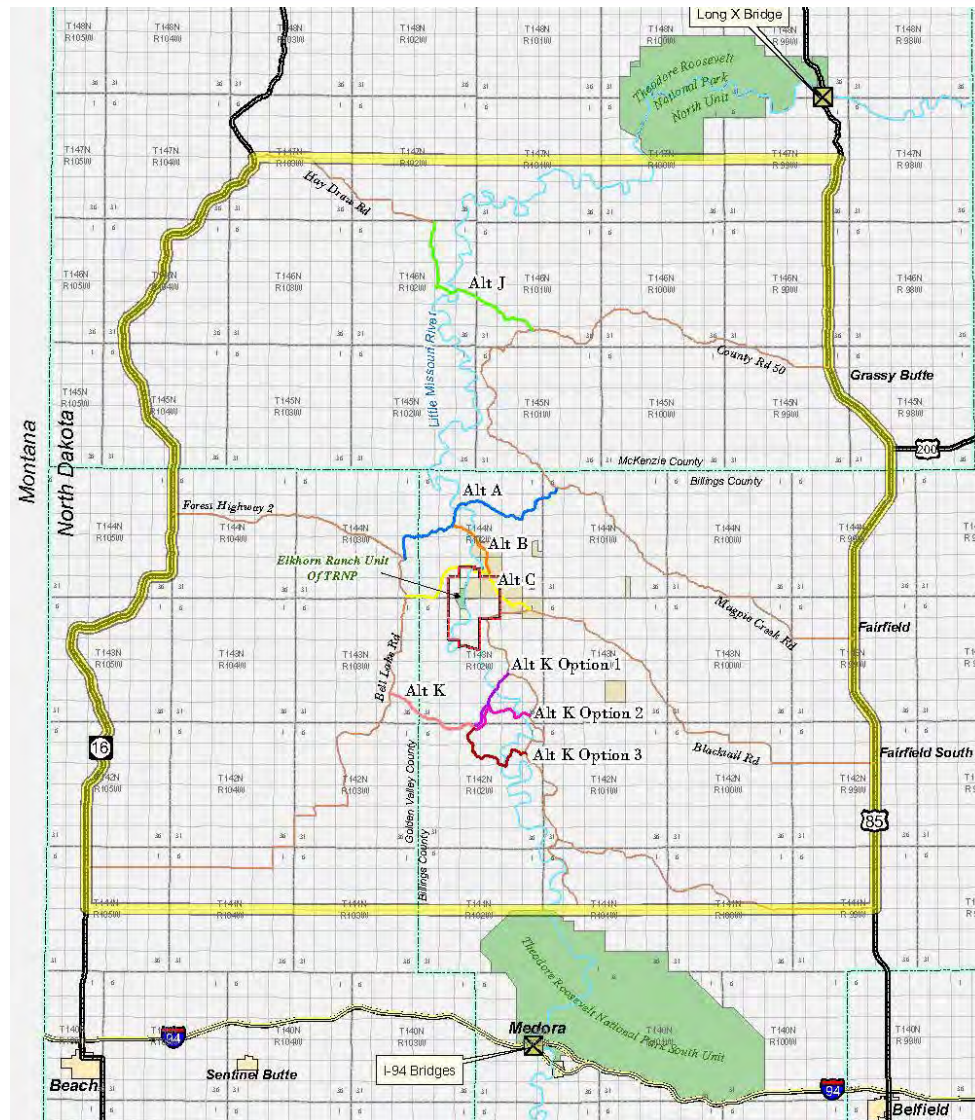
LEAD & COOPERATING AGENCIES

- Lead Agencies
 - Billings County (Project Sponsor)
 - Federal Highway Administration
 - North Dakota Department of Transportation
- Cooperating Agencies
 - US Army Corps of Engineers
 - US Forest Service

PARTICIPATING AGENCIES

- National Park Service
(Theodore Roosevelt
National Park)
- Natural Resources
Conservation Service (ND
State Office)
- US Environmental
Protection Agency (Region
8)
- US Fish & Wildlife Service
(ND Field Office)
- ND Department of
Emergency Services
(Department of Homeland
Security)
- ND Department of Health
- ND Game & Fish
Department
- ND Parks and Recreation
- ND State Water
Commission
- State Historical Society of
ND
- Tribal Consultation
Committee

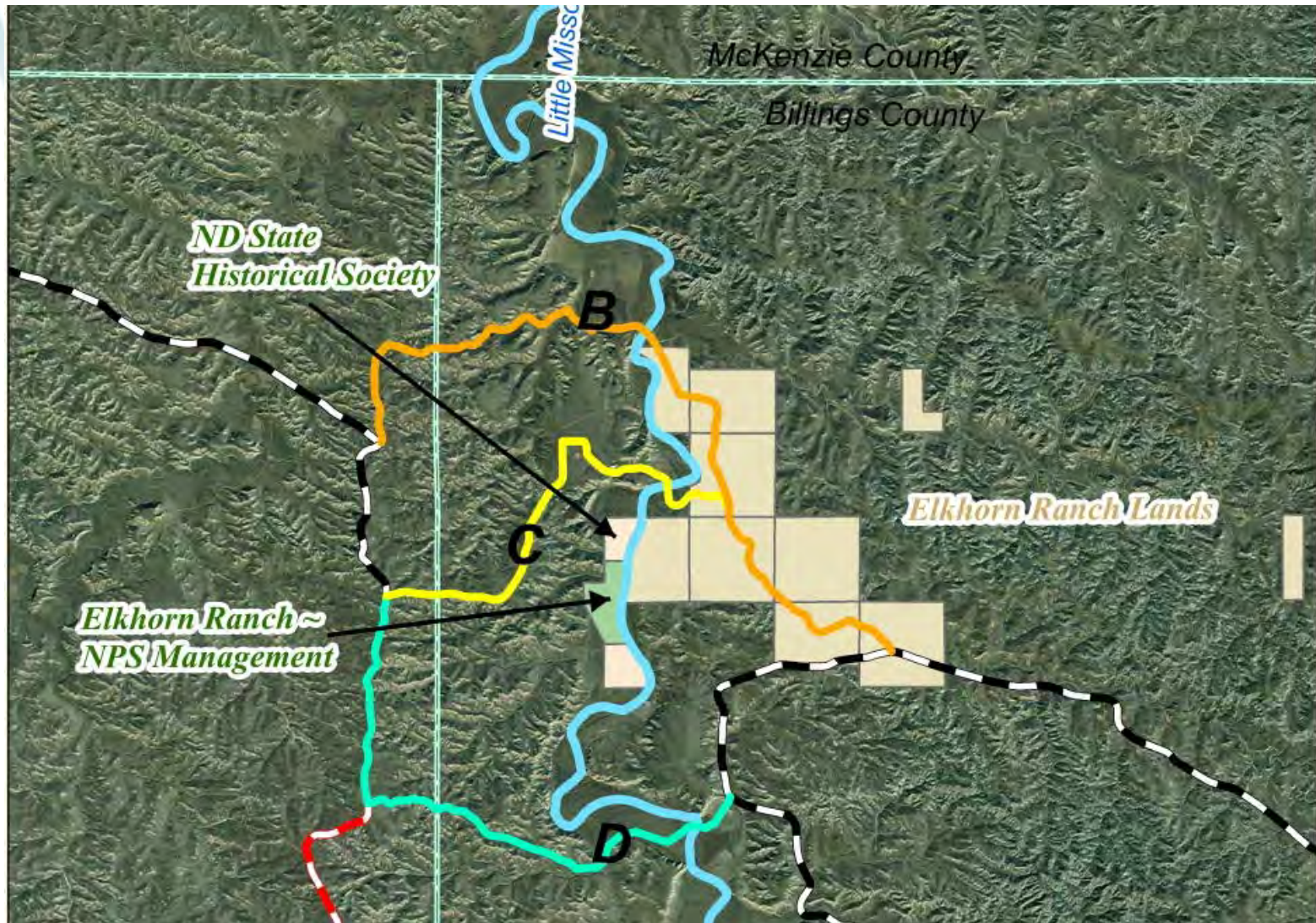
STUDY AREA



PROJECT UPDATE

- Expanded study area to include McKenzie County
- Alternatives Public Workshops held on July 17 & 22, 2008

PROJECT UPDATE



PROJECT UPDATE

- Methodologies to develop reasonable alternatives for the proposed crossing and connecting roadways
- Lead, cooperating & participating agency meeting held on December 18, 2008
- Republished the Notice of Intent on December 6, 2010 in the Federal Register

PROJECT UPDATE

- January 2009-December 2011—McKenzie County issues
 - NEPA does not have jurisdictional boundaries
 - Can Billings County spend their county funding in another county?
 - Working with FHWA, NDDOT, Billings County & McKenzie County
 - Access issues with regards to survey and field studies

PROJECT UPDATE

- Resumed lead agency meetings in January 2012
- Resumed lead & cooperating agency meetings in March 2012
- Revised the purpose and need
- Revised website
 - www.billingscountynd.gov

PURPOSE & NEED

BASIC PURPOSE

- Provide a vehicular transportation link

OVERALL PURPOSE

- Provide for the safe and efficient movement of people and commerce through promotion of a reliable transportation system within Billings County

PURPOSE & NEED

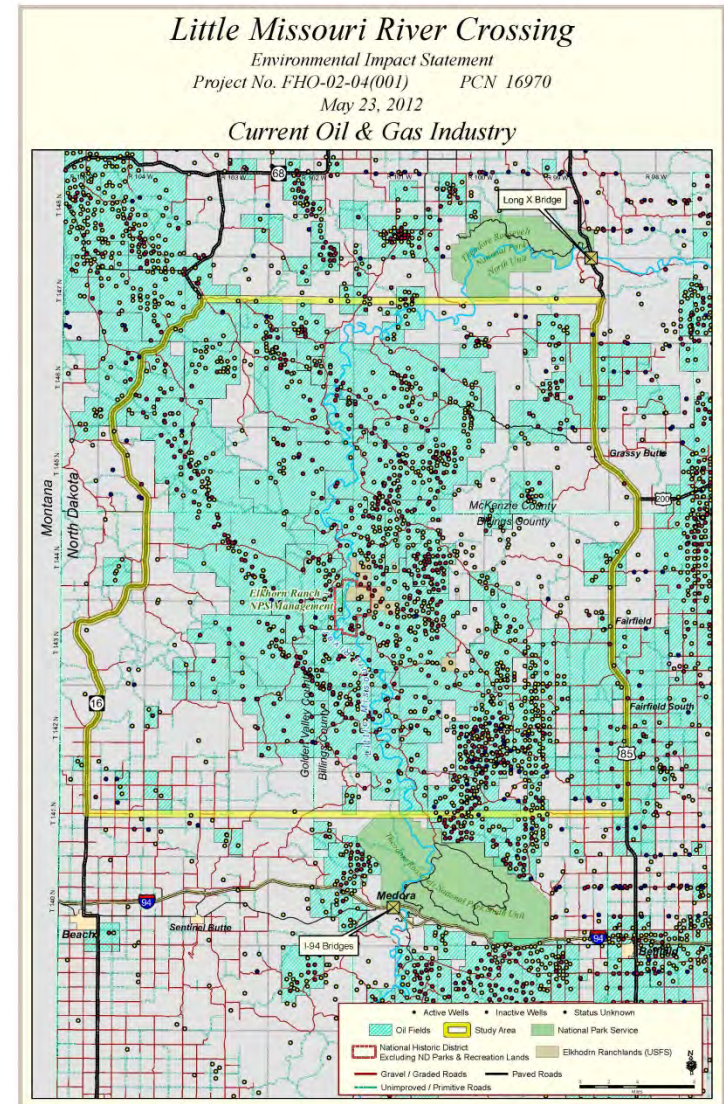
- Provide the public with a centrally accessible, safe, efficient, and reliable link between ND Highway 16 and US Highway 85 (system linkage); while connecting the transportation network on the east side of the Little Missouri River to the transportation network on the west side of the Little Missouri River (internal linkage)
- Upgrade existing roadways and/or create new roadways and construct a river crossing over the Little Missouri River to best meet roadway and structure design standards

PURPOSE & NEED

- The need for the proposed project is driven by an inadequate system linkage within Billings County, specifically the lack of reliable river crossings, and increased traffic demands from the oil and gas industry

OIL & GAS

- Of 17 oil-producing counties, McKenzie ranks 2nd and Billings ranks 6th
- High cost of oil spurring increased development
- Roadways not designed to meet demands of heavy oilfield traffic



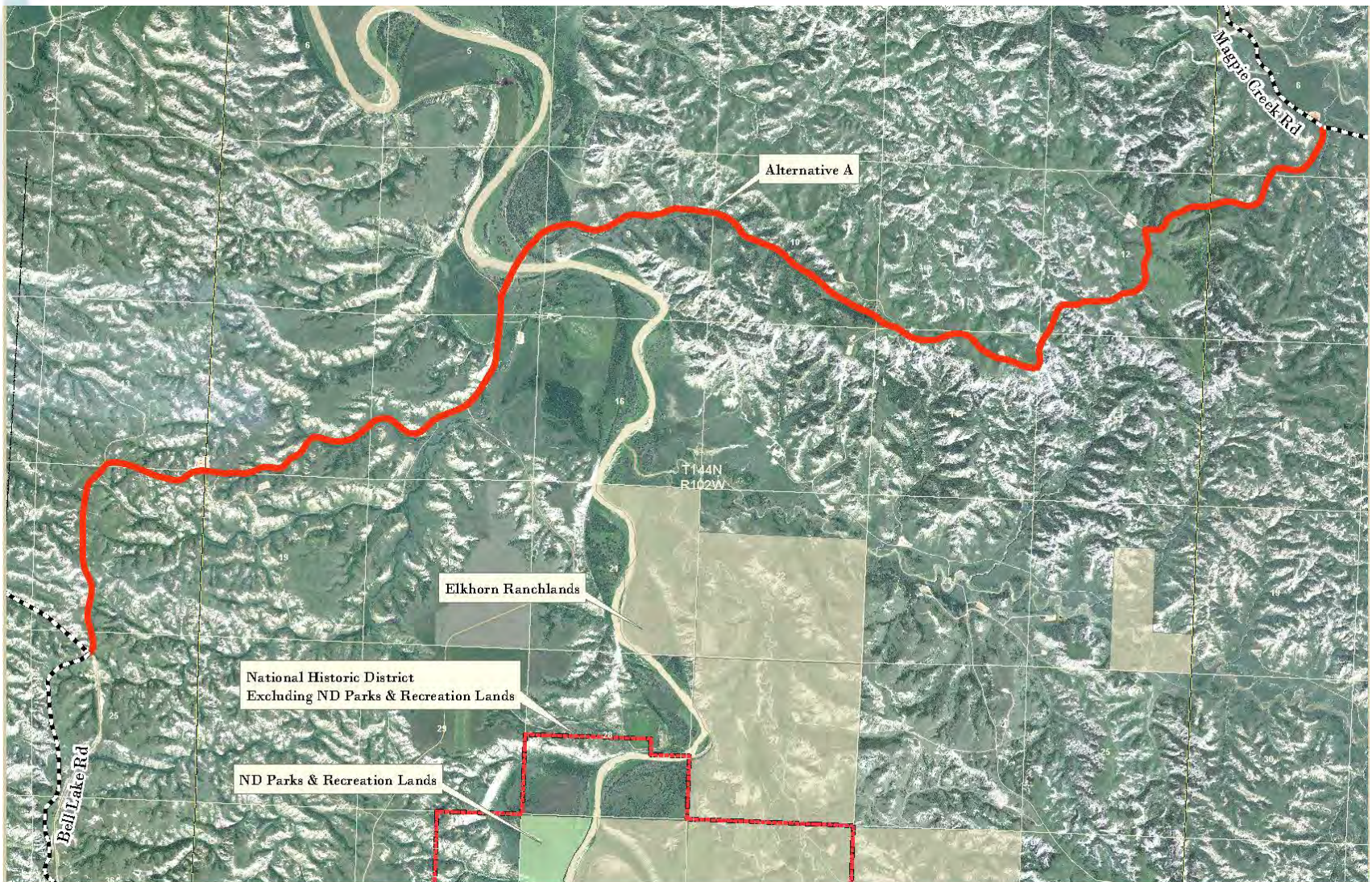
DESIGN CRITERIA

- Typical county road section
- 35 MPH design speed
- Minimum curve radius of 340 feet
- Maximum grade of 8% with exceptions of 10%
 - This grade is a US Forest Service standard
 - AASHTO recommends maximum grades for local rural roads of 10%

ALTERNATIVES CARRIED FORWARD

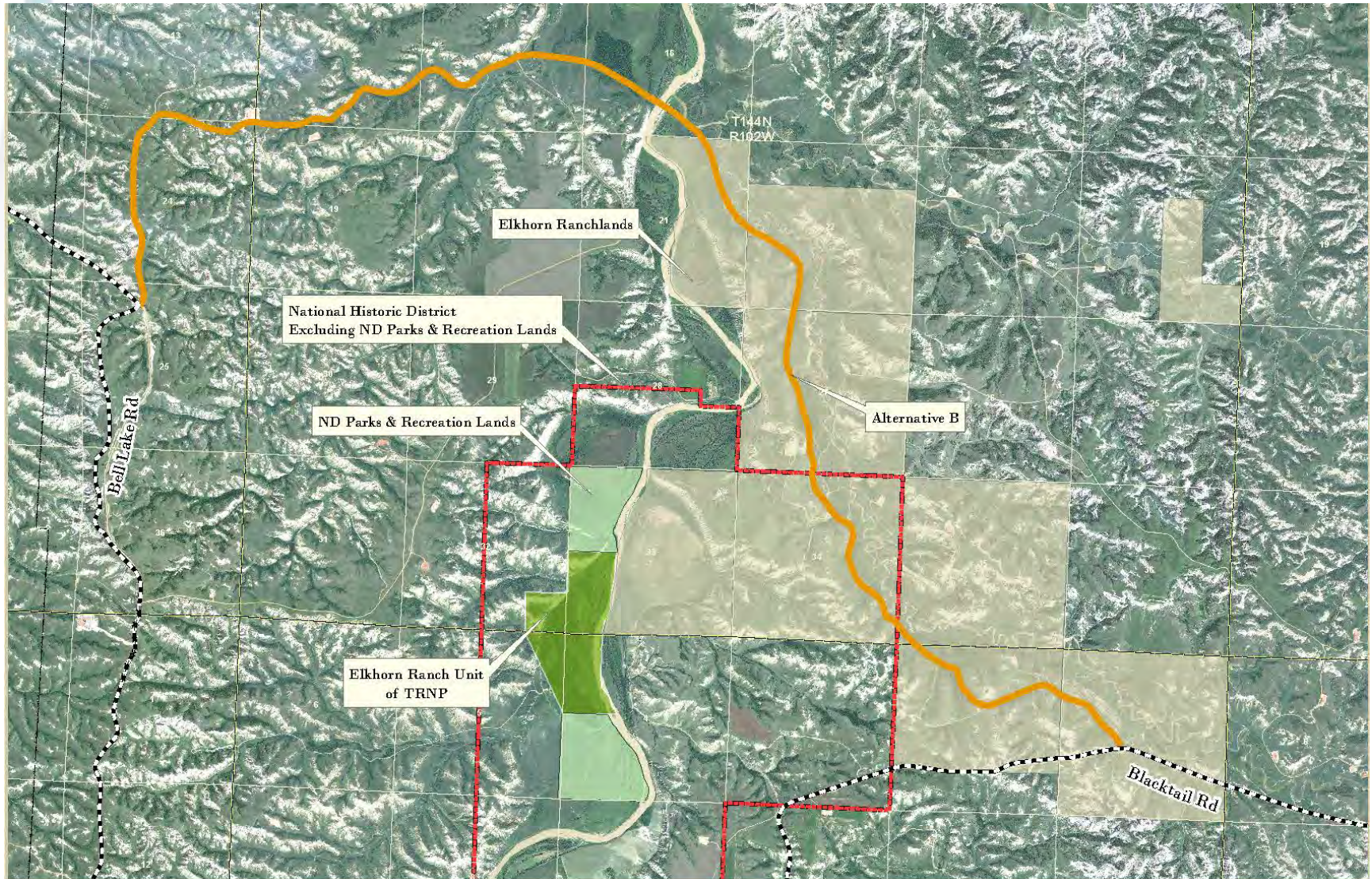
- Alternative A
- Alternative B
- Alternative C
- Alternative J
- Alternative K Option 1
- Alternative K Option 2
- Alternative K Option 3
- Alternative L (no-build)

ALTERNATIVE A

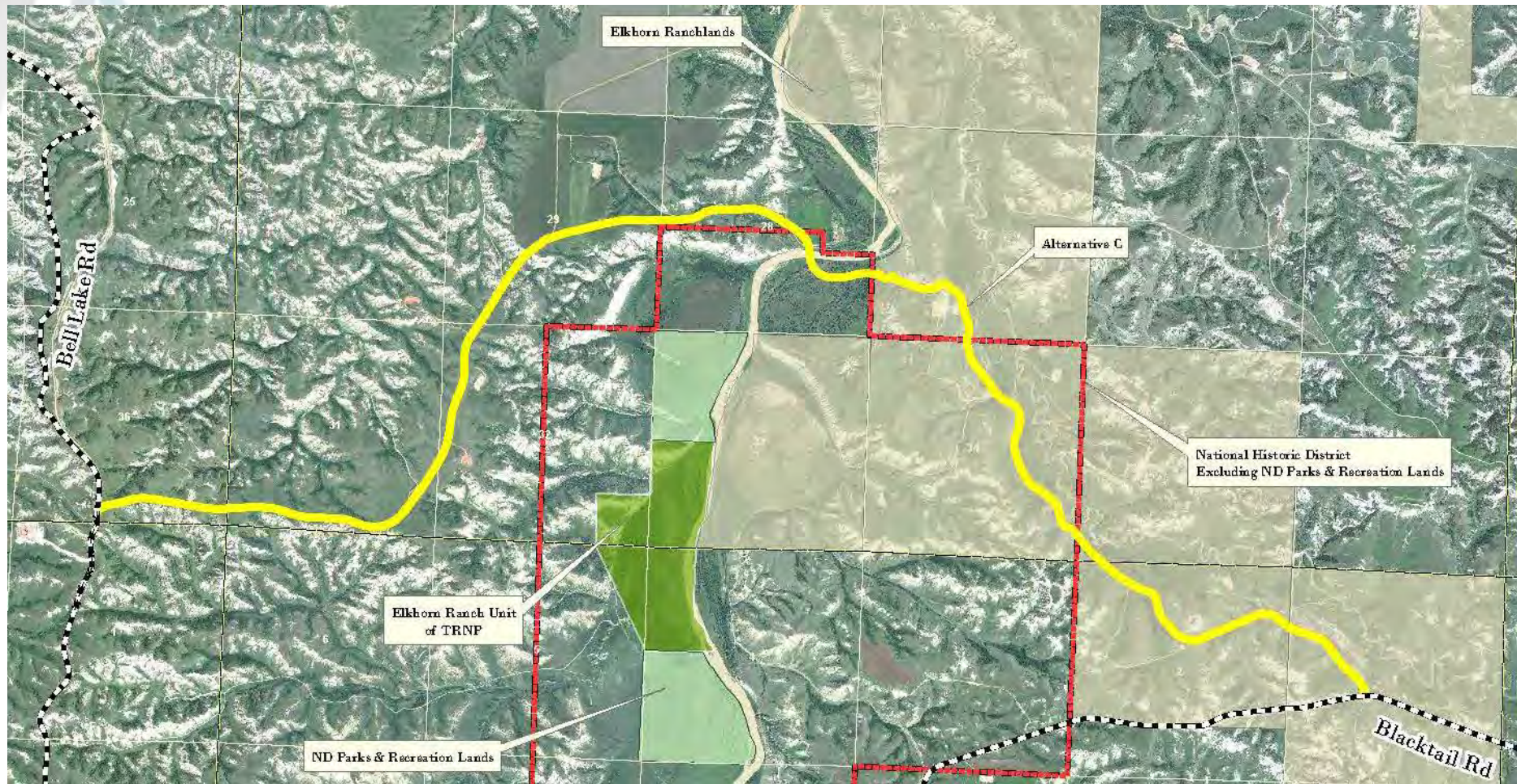




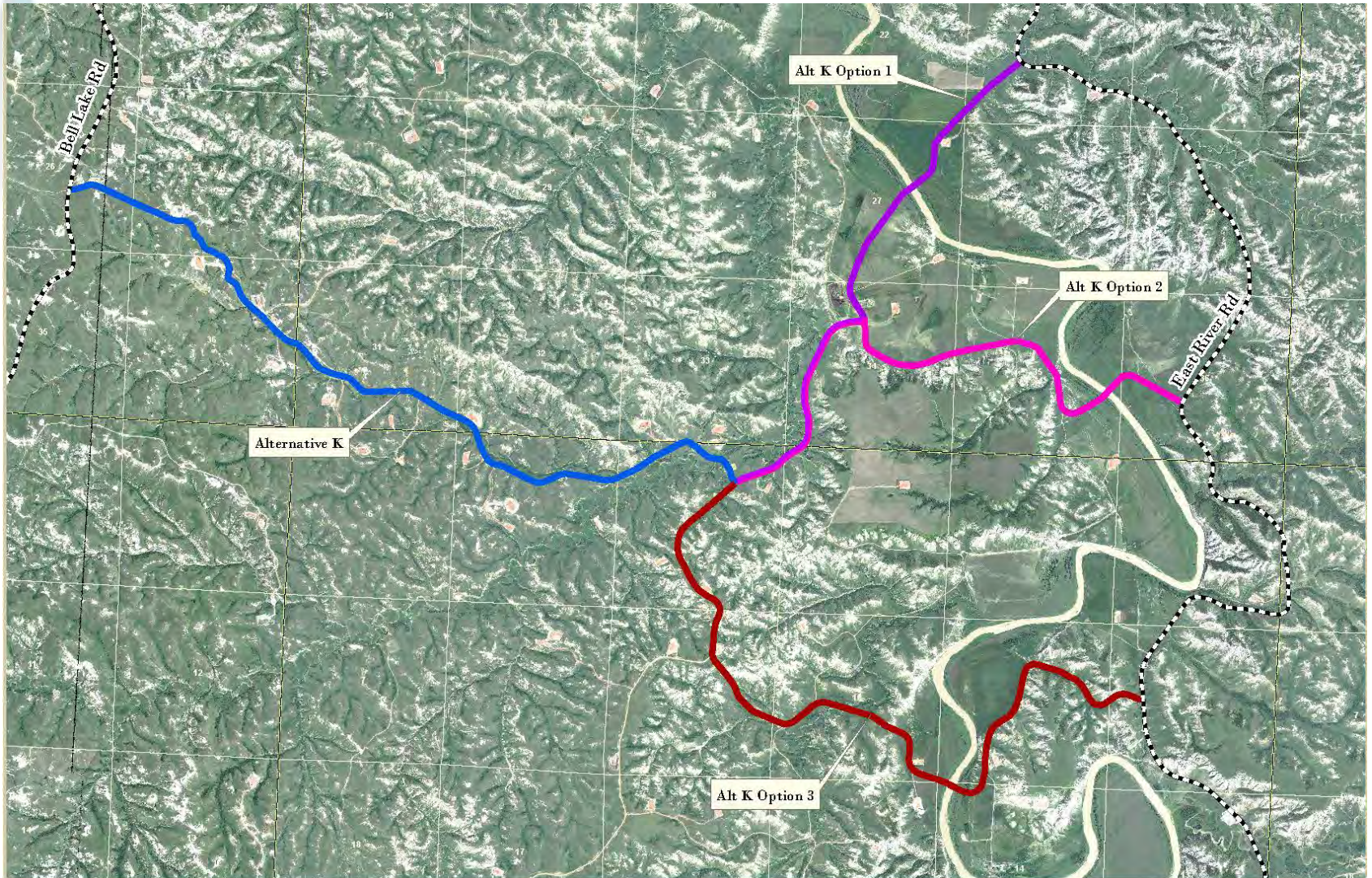
ALTERNATIVE B



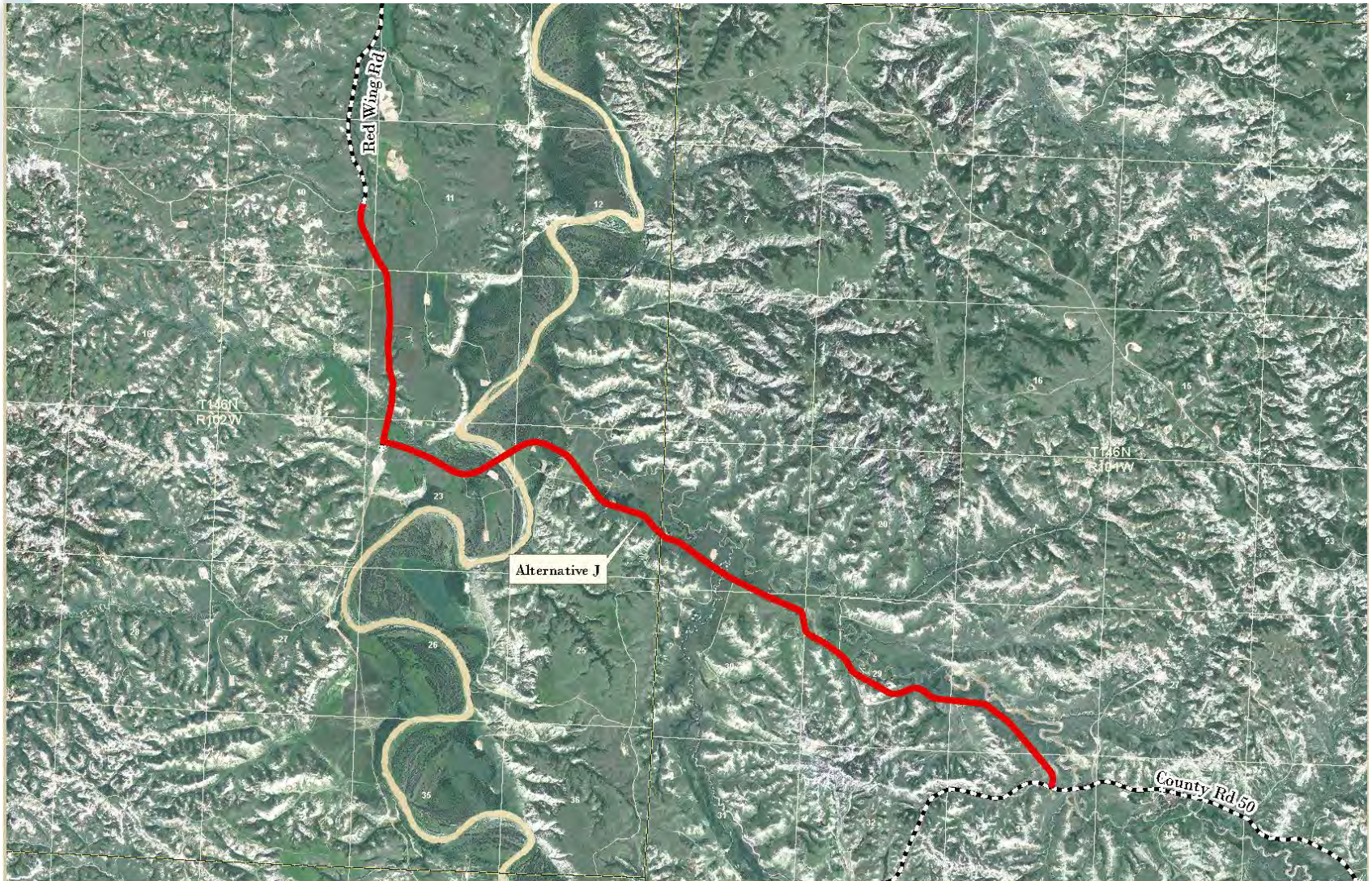
ALTERNATIVE C



ALTERNATIVE K



ALTERNATIVE J



RIVER CROSSING

- Bridge
 - Design for 25-year flood
 - Use NDDOT and FHWA standards
 - Blend into surroundings

RIVER CROSSING

- Bridge Lengths
 - Alternative A – 850 feet
 - Alternative B – 600 feet
 - Alternative C – 1050 feet
 - Alternative J – 1200 feet
 - Alternative K Option 1 – 600 feet
 - Alternative K Option 2 – 800 feet
 - Alternative K Option 3 – 600 feet

CONCEPTUAL BRIDGE RENDERING



SCHEDULE

- Alternatives Public Workshops - June 5 & June 7, 2012
- Agency/Public Comment Period Ends - June 22, 2012
- Draft EIS - January 2013
- Public Hearing - June 2013
- Final EIS - August 2013
- Record of Decision - November–December 2013

QUESTIONS AND COMMENTS

- Speaker Guidelines
 - State name, address and organization (if applicable)
 - State comment or ask question
 - Offer solutions
 - Be concise

Thank you!